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ing but it is marred by prejudices in which the historian should never indulge.

ELLIS PAXSON OBERHOLTZER.

Philadelphia.

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*Railway Mail Service: A Comparative Study of Railway Rates and Service.* By GEORGE G. TUNELL. Pp. 214. Chicago: Lakeside Press, 1901.

This book consists of a series of articles arising from the controversy over the remuneration of railways for the carriage of mail matter. Although "nominally disconnected," the articles all bear upon the subject of the mail service of the railways and the rate of payment therefor. The first and principal article consists of a statement submitted to the Joint Congressional Committee on Postal Affairs (created by Act of Congress, approved June 13, 1898), and is apparently a brief for the railways in general, and in particular for the Chicago and Northwestern Railway.

The articles forming the book are apparently the result of careful and painstaking study (in many cases of material inaccessible to most students) and disclose a thorough knowledge of the subject. Mr. Tunell traces the genesis and evolution of the present method of remunerating railroads from the Act of 1873 and attempts to show cause why a demand for a reduction in the rate of compensation is unreasonable and unwarranted. The author lays emphasis upon the demands made by the postal department upon the railroads and the excellent service required, and finds a justification for the present high rates in the excellent character of this service. He moreover shows that the mail transportation rates have actually declined despite the improvement in the service, and that even since 1879, when the rates were legally reduced for the last time, the railroad receipts per ton mile of mail matter transported have fallen off almost forty per cent. He presents in detail the factors making for high cost in mail transportation and points out the fact that, in consequence of mail matter being weighed only once in four years and the remuneration being based upon the weight of the mails at the time last preceding, as well as for other reasons, the railroads do not, as a matter of fact, receive payment for the whole weight carried.

The book is largely controversial. It contains a mass of statistical data bearing upon the subject of rates and costs.

WALTER E. WEYL.

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*Up From Slavery.* By BOOKER T. WASHINGTON. Pp. ix, 330. Price, \$1.50. New York: Doubleday, Page & Co., 1901.

Mr Washington's latest book is principally autobiographical, and will doubtless arouse the same interest it excited when appearing in

serial form in the *Outlook*. The work might well be called a book with a purpose although the purpose is revealed only in the unfolding of the life it records. The author is a man of parts, one who has seen opportunity, has seized it and firmly maintained his grasp. He has not disdained to set forth candidly his lowly beginnings, and the consequent worth of such a narrative is far-reaching.

The book begins with the author's slave days, records his arduous struggles and ends with his days of triumph over caste and color prejudice. Tuskegee of course is his central theme, and he writes of his labors there with a simplicity that appeals powerfully to the reader. As in all of his writings there is no striving after literary effect. Its worth as a story of a life is in the incentive it gives to the dependent Negro race to look forward and upward with hope, encouraged by the thought that what one man has done another may do. It presents, as does every product of Mr. Washington's pen, the same earnest plea to "dignify and glorify common labor," while it touches also the embarrassments of a Negro's life. In this respect it will prove of value to both friends and enemies.

What seems of greatest value in the work is the altruistic spirit which pervades it. The idea of helping others, brought out in Chapter IV, and recurring again and again throughout the pages along with the parallel idea of self-help, seems to strike the keynote of Mr. Washington's life work. The other thoughts woven in are simply woof, giving light and shade, humor and pathos to the whole. No part of the book sets forth more pertinently the problems connected with racial prejudice than does Chapter VI on the Black Race and Red Race. There the idea is clearly brought out that, after all, it is not color but the stigma of slavery that attaches itself to and hedges about the American Negro. Mr. Washington has experienced exceptionally favorable treatment on all sides, but he is not blind to what others who are refined and intelligent have so often to endure, and it is well for him to speak.

In a succinct way he has shown himself to the world as never before. He has told of his privations and his triumphs with equal unostentation, and as we read we are not at a loss to see what elements of character have contributed largely to his success. He is a man with a cause—a cause which, as in the case of General Armstrong and his successor at Hampton Institute, Dr. F. B. Frissell, has always been placed before the man. His policy, as in his other books, can be read in every line. It is shown in the temper with which he has associated with the Saxon race and in which he has been listened to in return. Lessons of practical value can be drawn from this in these days of unrest. This policy runs like a vein through the pages—a determined

policy to "bring the races together and to encourage the cultivation of friendly relations instead of doing that which would embitter." No one can cavil at the ideas presented concerning the situation and the condition of the race. They are eminently sensible and can be summed up in the pithy statement; "No man who continues to add something to the material, intellectual and moral well-being of the place in which he lives is long left without proper reward. This is a great human law which cannot be permanently nullified."

This volume of 330 pages will at least show what one man of the Negro race has done in this direction and that the law referred to has worked naturally to the end. The book is written in the spirit of fairness and frankness. The author pays tribute to the improvement of the race in morals and industrial condition and this, coming from such a competent observer, counterbalances the stigmatization that the race has received from another man of color who saw no good in the American Negro.

As the purport of the work is to present a life sketch, the author does not aim to set forth facts so copiously nor so pertinently as in his former book, "The Future of the American Negro," nor does he deviate from the lines of reasoning already familiar to his readers. The work is one of the sanest, most interesting and convincing of autobiographies—sane in views, interesting in unique material, and convincing in itself as a plain statement of the possibilities of the Negro race. It will help much in refuting errors, encouraging friends, and converting enemies.

W. S. SCARBOROUGH.

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*A History of the Latin Monetary Union.* A Study of International Monetary Action. By HENRY PARKER WILLIS. Pp. viii, 332. Price, \$2.00. The University of Chicago Press, 1901.

The present volume is No. V in the economic studies published by the University of Chicago under the editorship of Professor J. Laurence Laughlin. As stated in the preface, its purpose is "to furnish an impartial historical account of the various steps taken by the Latin Union, especially so far as concerns its treatment of the silver question; and to see how far such an account will furnish support for current notions regarding the monetary problem as affected by the action of the Latin Union."

The book is divided into twenty chapters and three appendices. The first four chapters are introductory and contain an account of the monetary history of France, Belgium, Switzerland and Italy in the years immediately preceding the formation of the Union and of the